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Flying Operations

TG-11 AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Maj Henry J. Santicola)
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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all aircrews performing duties in the TG-11 aircraft. It does not apply to the Air National Guard or Air Force Reserve Command. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references, abbreviations and acronyms.

See paragraph **1.2.** of this instruction for guidance on submitting comments and suggesting improvements to this publication.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of AFORMS is Title 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9497. This instruction is affected by the Paperwork Reduction Act as amended in 1996.

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Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. All evaluations are conducted in accordance with the provisions of AFI 11-202, Volume 2, and this instruction.

1.2. Recommended Changes and Waivers. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through standardization/evaluation (stan/eval) channels. Squadron Stan/Eval will forward approved recommendations to 34 OG/OGV in accordance with AFD 11-2, paragraph 2.4.1. 34 TRW/CC is approval authority for changes/revisions to this instruction. 34 TRW/CC is waiver authority for this instruction. Submit waiver requests in message or memorandum format to 34 OG/OGV.

1.3. Procedures:

1.3.1. Flight examiners (FE) use the evaluation criteria contained in **Chapter 3** for conducting flight and emergency procedures evaluations (EPE). To ensure standard and objective evaluations, FEs must become thoroughly familiar with the prescribed evaluation criteria.

1.3.2. Unless specified, the examinee or FE may fly in either seat that best enables the FE to conduct a thorough evaluation. The FE normally occupies the left seat during periodic instructor mission evaluations.

1.3.3. Prior to the flight, the FE briefs the examinee on the purpose of the evaluation and how it is conducted. The examinee accomplishes required flight planning during the evaluation and furnishes the FE a copy of necessary mission data and maps if required.

1.3.4. The FE thoroughly debriefs all aspects of the flight. Debriefs include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. A squadron supervisor must attend the debrief if the overall rating is Q-3.

1.3.5. Group OGV FEs (and above) may administer SPOT evaluations (including those outside their aircrew specialty) to any aircrew member assigned to the group. Squadron commanders may task any squadron assigned FE to administer SPOT evaluations to any aircrew member in their squadron.

1.4. Grading Instructions:

1.4.1. Tolerances in performance parameters are based on conditions of smooth air and stable aircraft conditions. Momentary deviations from tolerances are not considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the area grade.

1.4.2. Use the Grading Criteria in **Table 3.1.** and the definitions listed below to determine individual area grades. When individual areas are performed well above the Grading Criteria standards then make an appropriate comment stating performance and/or instruction was commendable in the Examiner's Remarks in the Comments block of the AF Form 8. FE judgement is exercised when the wording of areas is subjective and specific situations are not covered.

1.4.2.1. (Q) Performance meets Grading Criteria. Deviations occur that do not detract from the overall Grading Area, but are recognized and corrected in a timely manner.

1.4.2.2. (Q-) Performance does not meet Grading Criteria. Deviations occur that detract from the Grading Area when performed according to the Grading Criteria and/or degrades mission effectiveness. Recognition of deviations is slow or delayed and corrections are imprecise, inefficient, incomplete, or untimely. Maneuvers are performed safely but with limited proficiency. Examination of maneuver and procedural knowledge reveals deficiencies in depth of knowledge and/or comprehension.

1.4.2.3. (U) Performance does not meet Grading Criteria. Deviations occur that indicate performance outside allowable standards and/or adversely affects mission effectiveness. Recognition and correction of deviations is excessively slow or nonexistent. Performance is unsafe or indicates lack of knowledge or ability.

1.4.3. Derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite for the observed events and tasks according to AFI 11-202, Volume 2, this instruction, and FE judgment.

1.4.4. The General Evaluation Criteria in [Table 1.1](#) apply during all phases of flight (except as noted for specific areas):

Table 1.1. General Evaluation Criteria.

General Area	Q	Q-	U
Altitude	±100 ft	±200 ft	Exceeds Q– limits
Airspeed	±5 mph	±10 mph	Exceeds Q– limits
Heading	Maintains/rolls out ±10° of desired heading	Maintains/rolls out ±20° of desired heading	Exceeds Q– limits

1.5. Emergency Procedures Evaluation (EPE). During the ground evaluation, include a sampling of emergency procedures resolved to a logical conclusion.

1.6. Completion of AF Form 8, Certificate of Aircrew Qualification. Record and certify aircrew member qualification using the AF Form 8 in accordance with [Attachment 2](#) and AFI 11-202, Volume 2.

Chapter 2

EVALUATION REQUIREMENTS

2.1. Guidelines. There are three types of evaluation in the TG-11: Qualification (QUAL), Instructor (INSTR), and SPOT. AFI 11-202V2 does not require an Instrument (INSTM) evaluation for TG-11 pilots. The requirement for a Mission (MSN) evaluation is waived by this instruction IAW the provisions of AFI 11-202V2, paragraph 4.3.3. All areas for evaluation are shown in **Table 2.1.** of this instruction, "Pilot Evaluations." Required (R) areas are indicated for that type of evaluation. A required area is a specific area that must be sampled to complete the evaluation. Include all required areas in the flight evaluation profile. However, if it is impossible to accomplish a required area in flight, the FE may elect to evaluate the area orally. Document the oral evaluation in the Examiner's Remarks in the Comments block of the AF Form 8. If the FE determines the required item cannot be adequately evaluated orally, the examinee requires an additional flight to complete the evaluation.

2.2. Requisites. All evaluations include the following requisites:

- 2.2.1. Closed and open book examinations.
- 2.2.2. EPE.
- 2.2.3. Boldface/CAPs examination.

2.3. First Pilot Evaluation. A first pilot (FP) (QUAL) evaluation is administered to those individuals who will not instruct students. The examinee briefs the sortie profile and flies from the right seat. Include all required areas from **Table 2.1.** in the flight evaluation profile. A normal departure is flown, followed by area maneuvers in the local training area. The examinee performs each type of landing at either a nearby or the home airfield.

2.4. Instructor Pilot Evaluation. All instructor pilot (IP) evaluations are combined with aircraft qualification evaluations to evaluate both proficiency and instructor ability. Select one of the following evaluation profiles:

- 2.4.1. Field Selection. This sortie simulates a cross-country field selection sortie with the examinee in the right seat. The examinee briefs the sortie profile as if the examiner were a cross-country student. Include all required areas from **Table 2.1.** in the flight evaluation profile. A normal departure is flown, followed by area maneuvers in the local training area. The examinee instructs Field Selection/Overhead Pattern procedures. The examinee performs each type of landing at either a nearby or the home airfield.
- 2.4.2. Pilot Instructor Training. This profile is for Pilot Instructor Training (PIT) IPs. The examinee briefs the sortie profile as if the examiner were a PIT student. The examinee flies from the left seat. Include all required areas from **Table 2.1.** in the flight evaluation profile. A normal departure is flown, followed by area maneuvers in the local training area. The examinee instructs maneuvers from the pilot upgrade syllabus. The examinee performs each type of landing at either a nearby or the home airfield.

Table 2.1. Pilot Evaluations.

Area	Title	FP	IP	
		QUAL	QUAL	INSTR
1	General Knowledge	R	R	R
2	Emergency Procedures	R	R	R
3	Crew Resource Management	R	R	
4	Publications	R	R	
5	Ground Operations	R	R	
6	In-Flight Checks	R	R	R
7	Takeoff	R	R	
8	Departure	R	R	
9	Climb	R	R	
10	Level-Off	R	R	
11	General Aircraft Control	R	R	R
12	Radio Procedures	R	R	R
13	Clearing	R	R	R
14	Judgment	R	R	R
15	In-Flight Engine Shutdown/Restart	R	R	
16	Thermalling			
17	Slow Flight			
18	Steep Turns			
19	Nose-High Stall			
20	Turning Stall			
21	Landing Attitude Stall			
22	Slips			
23	Oxygen Usage			
24	In-Flight Planning/Area Orientation	R	R	R
25	Arrival/Traffic Entry	R	R	
26	Straight-In Approach			
27	Normal Pattern & Landing	Note 1	Note 1	
28	Full Flap Pattern & Landing	Note 1	Note 1	
29	No Airbrakes Pattern & Landing	Note 1	Note 1	
30	Field Selection/Off-Field Landing Pattern	R	R	R
31	Simulated Engine Failure on Takeoff	R	R	
32	Go-Around			
33	Trim	R	R	R

Area	Title	FP	IP	
		QUAL	QUAL	INSTR
34	Touch-and-Go Procedures	R	R	
35	Engine Operating Procedures	R	R	
36	Transfer of Aircraft Control		R	R
37	Grading Practices			
38	X-C Preflight Planning			
39	VFR Navigation			
40	Enroute Procedures			
41	GPS/L-Nav Usage		R	R
42	Outbase Procedures			

LEGEND:

R - Required Area

NOTES:

1. Sample at least one type of pattern and landing.

Chapter 3

EVALUATION CRITERIA

3.1. Evaluations. To ensure standard and objective evaluations, use Grading Criteria in [Table 3.1](#) for required proficiency standards. However, when evaluating instructors, use more general criteria to determine if instructor performance meets the desired mission objectives. Apply the following guidelines to assess the quality of instruction:

3.1.1. Accuracy. Base instruction of a particular task on the delivery of accurate information, i.e., any information presented by the instructor should accurately reflect the numbers, procedures and policies contained in the Grading Criteria.

3.1.2. Appropriateness. Tailor instruction to the student and the task being performed. Avoid teaching above or below the probable level of student understanding.

3.1.3. Timeliness. Time inputs to provide the maximum benefit to the student learning a given task. Depending on the particular situation, the instructor gives inputs at prebrief, during an instructor demonstration, after student performance, or during a debrief.

3.1.4. Error Analysis. The instructor notes student errors and delivers feedback to the student in a fashion that focuses on the techniques and/or procedures necessary for student improvement.

3.1.5. Presentation. Instructor manner and presentation of information is always positive and motivational. Negatively oriented and demeaning delivery is never acceptable.

3.1.6. Intervention. The instructor intervenes, either verbally or physically, prior to exceeding appropriate safety limits. Conversely, the instructor does not intervene so early as to reduce the opportunity for student learning.

Table 3.1. Evaluation Criteria.

Grading Area	Grading Criteria
Area 1. General Knowledge: a. Aircraft General:	Demonstrates thorough knowledge of aircraft systems, limitations, and performance characteristics.
b. Flight Rules/Procedures:	Thorough knowledge of flight rules and procedures.
c. Local Area Procedures:	Thorough knowledge of local procedures.
Area 2. Emergency Procedures:	Uses all available indications to analyze the situation and emergency. Applies correct, immediate response to Boldface/CAPs and non- Boldface emergency situations. Resolves the emergency situation to a logical conclusion. Effectively uses checklist and in-flight guide. If in flight, maintains aircraft control during performance of critical or non-critical action emergency procedures.
Area 3. Crew Resource Management:	Effectively coordinates with other crewmember throughout the mission. Contributes to the smooth and efficient operation of the aircrew.
Area 4. Publications:	All publications required by AFI 11-2TG-11V3 and local procedures are current, contain all supplements/changes and are properly posted.
Area 5. Ground Operations:	Accurately determines readiness of aircraft for flight. Performs all pre-takeoff and post-landing checks in accordance with the flight manual and applicable directives. Ground handles and assembles/disassembles the aircraft properly. Taxis the aircraft safely while maintaining proper control deflections and power settings for existing winds and visually clears for ground traffic and obstacles.
Area 6. In-Flight Checks:	Correctly performs all required in-flight checks in a timely manner. Refers to appropriate checklists for all normal and simulated emergency procedures if time and conditions permit.
Area 7. Takeoff:	Maintains smooth aircraft control on centerline throughout takeoff. Promptly establishes proper pitch attitude allowing the aircraft to accelerate. Checks acceptable engine performance prior to lift off. Accelerates in ground effect and transitions to the appropriate climb angle and speed.
Area 8. Departure:	Performs departure as directed and/or in accordance with local directives.
Area 9. Climb:	Performs climb with appropriate power setting and maintains a consistent pitch attitude to achieve an appropriate climb airspeed.
Area 10. Level Off:	Levels off smoothly and at the proper altitude.
Area 11. General Aircraft Control:	Demonstrates thorough knowledge of the flight controls and uses them to maneuver the aircraft properly. Maintains appropriate airspeeds for each particular phase of flight. Remains coordinated during all phases of flight (except for intentional slips). Initiates timely roll out to maintain a desired heading.

Grading Area	Grading Criteria
Area 12. Radio Procedures:	Complete knowledge of and compliance with correct communication procedures. Effectively communicates with concise, accurate, and proper radio terminology. Maintains awareness of other radio calls and times transmissions appropriately.
Area 13. Clearing :	Maintains constant vigilance during all phases of flight using visual and auditory information to recognize and avoid conflicting traffic.
Area 14. Judgment:	Displays the airmanship and ability to make timely decisions and select alternative courses of action essential to mission accomplishment. Recognizes deviations and unsafe situations and takes appropriate action without prompting. Recognizes environmental effects on the mission and adjusts accordingly.
Area 15. In-Flight Engine Shutdown/Restart:	Maintains smooth aircraft control throughout procedure. Performs engine shutdown and restart in accordance with flight manual procedures and techniques.
Area 16. Thermalling:	Demonstrates the ability to locate and remain within an area of lift using various degrees of bank in both directions. Maintains appropriate airspeed. Clears for other aircraft.
Area 17. Slow Flight:	Determines and maintains airspeed 3-5 kts above the first aerodynamic indication of a stall in wings-level flight and shallow turns. Uses sufficient rudder to remain coordinated throughout the maneuver.
Area 18. Steep Turns:	In turns using 45-60° of bank, maintains airspeed (± 10 kts) and rolls out on desired point ($\pm 20^\circ$). Uses sufficient rudder to remain coordinated throughout the maneuver.
Area 19. Nose-High Stall:	Raises the nose of the aircraft with sufficient airspeed to reach a wings-level 20–30° nose-high attitude. Continues adding backstick pressure to maintain the nose-high attitude until the aircraft fully stalls. As the nose falls (or wing drops), releases backstick pressure and recovers to a safe flying airspeed without a secondary stall.
Area 20. Turning Stall:	Enters a shallow bank turn and holds a constant bank angle with a slightly nose-high attitude. Recovers promptly at the first aerodynamic indication of a stall by relaxing backstick pressure (closing airbrakes if open) and using rudder (primary) and ailerons to roll wings level. Completes the recovery to a safe flying airspeed without entering a secondary stall.
Area 21. Landing Attitude Stall:	Enters a normal wings-level landing attitude with at least $\frac{1}{2}$ airbrakes, +5° flaps or more, and landing gear down. Recovers promptly at the first aerodynamic indication of a stall by relaxing backstick pressure (primary) and closing airbrakes. Completes the recovery by establishing the landing attitude without entering a secondary stall while maintaining minimum safe flying airspeed.
Area 22. Slips:	Applies proper cross-controls for existing winds to increase the descent rate while maintaining a proper ground track and pattern airspeed (-0, +10 kts).
Area 23. Oxygen Usage:	Demonstrated complete knowledge of oxygen procedures and requirements. Able to use the equipment effectively in flight.

Grading Area	Grading Criteria
Area 24. In-Flight Plan- ning/Area Orien- tation:	Follows local area procedures regarding area boundaries, required ground tracks, and altitude restrictions for all phases of flight. Efficiently uses available airspace to safely accomplish the mission.
Area 25. Arrival/Traffic Entry:	Performs arrival and enters the traffic pattern as directed and/or in accordance with local directives.
Area 26. Straight-In Approach:	Descends on glide path for pattern flown (normal, no airbrake), maintaining runway centerline alignment and final approach airspeed.
Area 27. Normal Pattern & Landing:	Flies proper rectangular ground track for existing weather conditions so as to roll out on final no lower than 300 ft AGL. Maintains pattern airspeed (-0, +5 kts) using the pitch of the aircraft. Uses airbrakes/slips to maintain desired final glidepath with approximately ½ airbrakes, at least +5° flaps, landing gear down, and idle power or engine off. Uses sufficient control inputs to maintain runway centerline on final. Begins a round out and flare 2-5 ft AGL and touches down in a three point attitude. Removes any crab prior to touchdown and uses the wing-low landing method to correct for crosswinds. Touches down in the first 500 ft of the runway and maintains runway centerline on rollout. Smoothly applies wheel brakes.
Area 28. Full Flap Pattern & Landing:	Flies proper rectangular ground track for existing weather conditions so as to roll out on final no lower than 300 ft AGL. Maintains pattern airspeed (-0, +5 kts) using the pitch of the aircraft. Uses airbrakes/slips to maintain desired final glidepath with approximately ½ airbrakes, full flaps, landing gear down, and idle power or engine off. Uses sufficient control inputs to maintain runway centerline on final. Begins a round out and flare 2-5 ft AGL and touches down smoothly in a three point attitude. Removes any crab prior to touchdown and uses the wing-low landing method to correct for crosswinds. Touches down in the first 500 ft of the runway and maintains runway centerline on rollout. Smoothly applies wheel brakes.
Area 29. No Airbrakes Pattern & Landing:	Flies proper rectangular ground track for existing weather conditions so as to roll out on final no lower than 200 ft AGL. Maintains pattern airspeed (-0, +10 kts) using the pitch of the aircraft. Configures aircraft properly and uses power/slips to maintain desired glidepath. Uses sufficient control inputs to maintain runway centerline on final. Begins a round out and flare 2-5 ft AGL and touches down smoothly in a three point attitude. Removes crab prior to touchdown and uses the wing-low landing method to correct for crosswinds. Touches down in the first 2000 ft of the runway. Maintains runway centerline on rollout. Smoothly applies wheel brakes.
Area 30. Field Selection/ Off-Field Land- ing Pattern:	Selects a proper field for an off-field landing and properly analyzes hazards of the selected field. Applies the proper Boldface/CAPs when practiced as an emergency procedure. Refers to the checklist/in-flight guide if time and conditions permit. Coordinates for assistance. Executes a 270° overhead pattern crossing over the field approximately 1000 ft AGL. Initiates a go-around no lower than 200 ft AGL or when no longer in a position to land safely.

Grading Area	Grading Criteria
Area 31. Simulated Engine Failure on Takeoff:	Establishes wings-level climb attitude and airspeed with full power. After simulated engine failure, immediately applies the proper Boldface/CAPs while maintaining aircraft control. If altitude permits, performs a tight 30-45° banked turn back to the landing field. If altitude does not permit, continues straight ahead to a suitable landing area. Maintains pattern airspeed (-0, +10 kts) and proper configuration.
Area 32. Go-Around:	Initiates and performs go-around promptly in accordance with flight manual and operational procedures and directives.
Area 33. Trim:	Adjusts the elevator trim as needed to minimize control forces appropriate for desired aircraft performance.
Area 34. Touch-and-Go Procedures:	Maintains runway centerline on the roll out. Accomplishes applicable items of the Before Takeoff Checklist. Makes timely and smooth application of power. Checks acceptable engine performance prior to liftoff.
Area 35. Engine Operat- ing Procedures:	Properly adjusts the throttle, propeller, and cooling air doors to achieve optimum engine performance throughout the mission. Complies with flight manual and operational procedures and directives. Clears engine when appropriate.
Area 36. Transfer of Aircraft Control:	Transfers aircraft control using the appropriate physical and verbal procedures of transfer. Does not ride or bump the controls when not flying.
Area 37. Grading Prac- tices:	Accurately assesses student's ability and documents grades in accordance with the training syllabus.
Area 38. X-C Preflight Plan- ning:	Checks all factors applicable to flight according to applicable directives. Aware of alternatives available if flight cannot be completed as planned. Complies with local sign-out procedures. Ready at brief time.
Area 39. VFR Navigation:	Navigates from takeoff to the destination using a chart, pilotage, and dead reckoning techniques.
Area 40. Enroute Proce- dures:	Maintains situational awareness. Updates AF Form 70 and flight progress. Remains aware of changing weather conditions. Coordinates with air traffic control agencies as necessary.
Area 41. GPS/ L-Nav Proce- dures:	Demonstrates complete knowledge of GPS/L-Nav procedures. Able to use the equipment effectively in flight.
Area 42. Outbase Proce- dures:	Properly opens/closes the flight plan. Complies with checklist procedures and guidance for aircraft parking, security, and servicing. Completes aircraft forms. Notifies the Supervisor of Flying (SOF) of the mission status/changes.

MARVIN R. ESMOND, Lt General, USAF
DCS/Air and Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2TG-11, Volume 1, *TG-11 Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFORMS—Air Force Operations Resource Management System

AFPD—Air Force Policy Directive

AGL—Above Ground Level

CAPs—Critical Action Procedures

DO—Director of Operations

EPE—Emergency Procedures Evaluation

FE—Flight Examiner

FP—First Pilot

FT—Feet

GPS—Global Positioning System

HQ—Headquarters

IP—Instructor Pilot

KTS—Miles Per Hour

MAJCOM—Major Command

OG—Operations Group

OGV—Operations Group Standardization/Evaluation

OPR—Office of Primary Responsibility

PDO—Publishing Distribution Office

PIT—Pilot Instructor Training

Q—Qualified

R—Required Area

SOF—Supervisor of Flying

STAN/EVAL—Standardization/Evaluation

U—Unqualified

VFR—Visual Flight Rules

Attachment 2

SAMPLE AF FORMS 8, CERTIFICATE OF AIRCREW QUALIFICATION

Figure A2.1. Sample AF Form 8 Illustrating Qualification/Instructor – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 1 Sep 98	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) Schweizer, Paul (Fig. A2.1.)			GRADE Capt		SSAN 123-45-6789
ORGANIZATION AND LOCATION 94 FTS, USAF Academy, CO			ACFT/CREW POSITION TC-11A/IP		ELIGIBILITY PERIOD May - Oct 98
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
Open Book	30 Jun 98	97	QUAL/INSTR	1 Sep 98	
Closed Book	30 Jun 98	98			
Boldface/CAPs	30 Jun 98	Q			
EPE	1 Sep 98	1			
QUALIFICATION LEVEL			RESTRICTION (Specify in Comments)		
QUALIFIED	UNQUALIFIED	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
1					
EXPIRATION DATE OF QUALIFICATION Feb 00			ADDITIONAL TRAINING DUE DATES N/A DATE ADDITIONAL TRAINING COMPLETED N/A		
COMMENTS (If more space is needed, continue on several)					
EXCEPTIONALLY QUALIFIED					
EXAMINER'S REMARKS: A. Mission Description. The examinee completed an evaluation simulating a field selection sortie. General Knowledge (QUAL) and Normal Pattern & Landing (INSTR) were commendable. B. Discrepancies. None.					
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK CONCISE DO NOT DOUBT REMARKS		DATE
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV	X		1 Sep 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO			
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC			
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE	TYPED NAME AND GRADE OF EXAMINEE Paul Schweizer, Capt			SIGNATURE	

Figure A2.2. Sample AF Form 8 Illustrating Initial Qualification/Instructor – Q2.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 13 Nov 98	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial)			GRADE		SSAN
Boeing, William E. [Fig. A2.2.]			Capt		123-45-6789
ORGANIZATION AND LOCATION			ADPT/CREW POSITION		ELIGIBILITY PERIOD
94 FTS, USAF Academy, CO			TG-11A/IP		N/A
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
Open Book	3 Nov 98	96	INIT QUAL/INSTR	13 Nov 98	
Closed Book	4 Nov 98	80/90			
Boldface/CAPS	5 Nov 98	U/Q			
EPE	13 Nov 98	J			
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments)		
QUALIFIED	UNQUALIFIED		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
2			DUE DATES		
EXPIRATION DATE OF QUALIFICATION Apr 00			31 Jan 99		
			DATE ADDITIONAL TRAINING COMPLETED 30 Nov 98		
COMMENTS (If more space is needed, continue on reverse)					
<p>RESTRICTIONS:</p> <p>A. The examinee will not fly as an aircrew member until successful reexamination of Boldface/CAPS. (Date of Unsat: 4 Nov 98)</p> <p>EXAMINER'S REMARKS:</p> <p>A. Mission Description: The examinee completed an evaluation simulating a field selection sortie.</p> <p>B. Discrepancies:</p> <p>1. Ground.</p> <p>Area 1. General Knowledge (QUAL) – Q-. Knowledge of local area procedures was incomplete.</p>					
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK		DATE
			CONCLUDE	DO NOT CONCLUDE	SIGNATURE
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV		X	13 Nov 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO			
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC			
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE	TYPED NAME AND GRADE OF EXAMINEE			SIGNATURE	
	William E. Boeing, Capt				

Figure 2.2. Continued.

AF FORM 8, MAY 85 CONTINUATION SHEET
[Fig. A2.2. Continued]
2. Flight.
Area 6. In-Flight Checks (QUAL) -- Q-. Preoccupation with instruction resulted in late completion of the Before Landing Check.
Area 7. Takeoff (QUAL) -- Q-. Higher than normal takeoff attitude resulted in premature liftoff.
Area 27. Normal Pattern & Landing (QUAL) -- Q-. Rushed pattern and a long aimpoint resulted in landing long.
C. Recommended Additional Training:
1. Ground. Accomplish two hours of review, followed by a ground evaluation with a PIT IP.
2. Flight. Accomplish one training sortie with a PIT IP, emphasizing takeoffs and normal patterns.
REVIEWING OFFICER'S REMARKS: Capt Boeing completed additional training with Capt Jones on 30 Nov 98. The ground evaluation and sortie covered all required areas to a satisfactory level. No further action required.
<div style="text-align: right;"><i>signed/dated</i> CLARENCE K. JOHNSON, Maj, USAF Operations Officer</div>

Figure A2.3. Sample AF Form 8 Illustrating Initial Qualification – Q3.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 10 Nov 98	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial)			GRADE	SSAN	
Cessna, Clyde [Fig. A2.3.]			Capt	123-45-6789	
ORGANIZATION AND LOCATION			ACFT/CREW POSITION	ELIGIBILITY PERIOD	
94 FTS, USAF Academy, CO			TG-11A/FP	N/A	
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
Open Book	3 Oct 98	96	INIT QUAL	10 Nov 98	
Closed Book	4 Oct 98	90			
Boldface/CAPs	4 Oct 98	Q			
EPE	24 Oct 98	3/1			
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments)		
QUALIFIED	UNQUALIFIED		DUE DATES		
	3		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
EXPIRATION DATE OF QUALIFICATION N/A			EPE 31 Dec 98, FLT 31 Jan 99		
			DATE ADDITIONAL TRAINING COMPLETED EPE 24 Oct 98, FLT 7 Nov 98		
COMMENTS (If more space is needed, continue on reverse)					
<p>RESTRICTIONS:</p> <p>A. The examinee will accomplish additional EPE training before the flight phase of the evaluation.</p> <p>EXAMINERS REMARKS:</p> <p>A. Mission Description: No flight evaluation flown due to unsatisfactory performance during the EPE.</p> <p>B. Discrepancies:</p> <p>1. Ground (EPE). (Date of Q-3: 13 Oct 98) Knowledge of local area procedures and flight manual was inadequate.</p>					
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK		DATE
			CORR	DO NOT CORR	
1. FLIGHT EXAMINER Carl T. Hammer, Capt		94 FTS/DOV		X	10 Nov 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO			
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC			
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE	TYPED NAME AND GRADE OF EXAMINEE		SIGNATURE		
	Clyde Cessna, Capt				

Figure A2.3. Continued.

AF FORM 8, MAY 85 CONTINUATION SHEET
[Fig. A2.3. Continued]
C. Recommended Additional Training: 1. Ground (EPE). Examinee must accomplish two hours of review of local area procedures and the flight manual under the supervision of a PIT IP.
REVIEWING OFFICERS REMARKS: Capt Cessna completed all additional ground training with Capt Stick on 24 Oct 98. Flight evaluation required.
<div style="text-align: right;"><i>signed/dated</i> CLARENCE K. JOHNSON, Maj, USAF Operations Officer</div>
RESTRICTIONS: A. The examinee is placed in a SUPERVISED STATUS and will not perform aircrew duties until a successful QUAL recheck has been accomplished.
EXAMINERS REMARKS: A. Mission Description: The examinee completed an unsatisfactory evaluation. B. Discrepancies: 1. Flight. Area 7. Takeoff (QUAL) -- Q-. Higher than normal takeoff attitude resulted in premature liftoff. Area 21. Field Selection/Off-Field Landing Pattern (QUAL) -- U. Examinee was unable to maneuver the aircraft to safely land in a suitable field resulting in IP intervention. C. Recommended Additional Training: 1. Flight. Examinee must fly a minimum of two review sorties with a PIT IP, emphasizing proper Field Selection/Off-Field Landing Patterns. Flight recheck must be accomplished for Field Selection/Off-Field Landing Pattern (Proficiency) to an acceptable level.
REVIEWING OFFICERS REMARKS: Two sorties emphasizing correct Field Selection/Off-Field Landing Patterns were flown with Capt Jones on 6 and 7 Nov 98. RQ QUAL evaluation required.
<div style="text-align: right;"><i>signed/dated</i> CLARENCE K. JOHNSON, Maj, USAF Operations Officer</div>

Figure A2.4. Sample AF Form 8 Illustrating Recheck – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 28 Nov 98	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)				GRADE		SSAN
Cessna, Clyde [Fig. A2.4]				Capt		123-45-6789
ORGANIZATION AND LOCATION				ACFT/CREW POSITION		ELIGIBILITY PERIOD
94 FTS, USAF Academy, CO				TG-11A/FP		N/A
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
			RQ QUAL		28 Nov 98	
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
I			N/A			
EXPIRATION DATE OF QUALIFICATION Apr 00			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS: A. Mission Description. This was a recheck QUAL evaluation. The examinee accomplished all Field Selection/Off-Field Landing Patterns successfully. B. Discrepancies: 1. Flight. Area 26. Normal Pattern & Landing (QUAL) – Q-. Long aimpoint resulted in landing longer than desired.						
III. CERTIFICATION						
TYPED NAME AND GRADE		ORGANIZATION	CHECK			DATE
			CONCISE	DO NOT CONCISE	REMARKS	
1	FLIGHT EXAMINER Carl T. Hammer, Capt	94 FTS/DOV			X	28 Nov 98
2	REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO				
3	FINAL APPROVING OFFICER Henry H. Arnold, Lt Col	94 FTS/CC				
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE	TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE	
	Clyde Cessna, Capt					

Figure A2.5. Sample AF Form 8 Illustrating No-Notice Qualification/Instructor – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 16 Oct 98	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)				GRADE		SSAN
Schleicher, Alexander [Fig. A2.5.]				Capt		123-45-6789
ORGANIZATION AND LOCATION				ACFT/CREW POSITION		ELIGIBILITY PERIOD
94 FTS, USAF Academy, CO				TG-11A/IP		N/A
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
Open Book	14 Oct 98	95	NN QUAL/INSTR		19 Sep 98	
Closed Book	15 Oct 98	85				
Boldface/CAPs	16 Oct 98	Q				
EPE	19 Sep 98	1				
QUALIFICATION LEVEL			RESTRICTION (Specify in Comments)			
QUALIFIED	UNQUALIFIED	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				
I			ADDITIONAL TRAINING			
EXPIRATION DATE OF QUALIFICATION Feb 00			DUE DATES N/A			
			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS:						
A. Mission Description. The examinee completed a No-Notice evaluation simulating an PIT sortie. This evaluation satisfies recurring evaluation requirements. Oxygen Usage (INSTR) was commendable.						
B. Discrepancies. None.						
Note: The "Date Completed" is the date of the last evaluation requisite, while the "Expiration Date" is based on the date of the flight phase. These blocks, and the test scores, remain blank until the testing is complete (must be accomplished no later than the last day of the 2nd month following the month of the flight evaluation.) Show "Eligibility Period" if examinee is In-the-Eligibility Period. If open and closed book exams are taken on different dates, use the latest date in the "date block."						
III. CERTIFICATION						
TYPED NAME AND GRADE		ORGANIZATION	CHECK			SIGNATURE
			CONSIDER	DO NOT CONSIDER	REMARKS	DATE
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV			X	16 Oct 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO				
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC				
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE	TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE	
	Alexander Schleicher, Capt					

AF FORM 8, MAY 85 (EF-V3) (PresFORM PRO)

PREVIOUS EDITION WILL BE USED.

Figure A2.6. Sample AF Form 8 Illustrating No-Notice Spot – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 19 Sep 98	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle initial)			GRADE		SSAN
Weibel, Gerhard [Fig. A2.6.]			Capt		123-45-6789
ORGANIZATION AND LOCATION			ACT/CREW POSITION		ELIGIBILITY PERIOD
94 FTS, USAF Academy, CO			TG-11A/IP		N/A
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
			NN SPOT	19 Sep 98	
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments)		
QUALIFIED	UNQUALIFIED		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
I			ADDITIONAL TRAINING		
EXPIRATION DATE OF QUALIFICATION Feb 00			DUE DATES N/A		
			DATE ADDITIONAL TRAINING COMPLETED N/A		
COMMENTS (If more space is needed, continue on reverse)					
EXAMINER'S REMARKS: A. Mission Description. The examinee completed a No-Notice evaluation simulating an AM-251 student sortie. This evaluation does not satisfy recurring evaluation requirements. B. Discrepancies. None.					
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK		DATE
			CONCURRED	DO NOT CONCURRE	
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV			19 Sep 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO			
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC			
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE	TYPED NAME AND GRADE OF EXAMINEE			SIGNATURE	
	Gerhard Weibel, Capt				